

1997, by the President pro tempore [Mr. THURMOND].

MESSAGES FROM THE HOUSE

At 3:59 p.m. a message from the House of Representatives, delivered by Ms. Goetz, one of its reading clerks, announced that the House has passed the following bill, in which it requests the concurrence of the Senate:

H.R. 2516. An act to extend the Intermodal Surface Transportation Efficiency Act of 1991 through March 31, 1998.

The message also announced that the House has passed the following bill, with amendments, in which it requests the concurrence of the Senate:

S. 1198. An act to amend the Immigration and Nationality Act to provide permanent authority for entry into the United States of certain religious workers.

MEASURE PLACED ON THE CALENDAR

The following measure was read the first and second times by unanimous consent and placed on the calendar:

H.R. 2516. An act to extend the Intermodal Surface Transportation Efficiency Act of 1991 through March 31, 1998.

REPORTS OF COMMITTEES

The following reports of committees were submitted:

By Mr. CHAFEE, from the Committee on Environment and Public Works, with amendments:

S. 1173. A bill to authorize funds for construction of highways, for highway safety programs, and for mass transit programs, and for other purposes (Rept. No. 105-95).

INTRODUCTION OF BILLS AND JOINT RESOLUTIONS

The following bills and joint resolutions were introduced, read the first and second time by unanimous consent, and referred as indicated:

By Mr. KERREY:

S. 1242. A bill to amend the Internal Revenue Code of 1986 to allow the nonrefundable personal credits, the standard deduction, and the deduction for personal exemptions in determining alternative minimum tax liability; to the Committee on Finance.

S. 1243. A bill to amend title 23, United States Code, to enhance safety on 2-lane rural highways; to the Committee on Environment and Public Works.

By Mr. GRASSLEY (for himself and Mr. SESSIONS):

S. 1244. A bill to amend title 11, United States Code, to protect certain charitable contributions, and for other purposes; to the Committee on the Judiciary.

By Mr. BROWNBACK:

S. 1245. A bill to establish procedures to ensure a balanced Federal budget by fiscal year 2002 and to create a tax cut reserve fund to protect revenues generated by economic growth; to the Committee on the Budget and the Committee on Governmental Affairs, jointly, pursuant to the order of August 4, 1977, as modified by the order of April 11, 1986, with instructions that if one Committee reports, the other Committee have thirty days to report or be discharged.

By Mr. SANTORUM:

S. 1246. A bill to reform the financing of Federal elections; to the Committee on Rules and Administration.

By Mr. JEFFORDS (for himself, Mr. CONRAD, Ms. COLLINS, Mr. MURKOWSKI, Mr. REID, and Mr. AKAKA):

S. 1247. A bill to amend title 38, United States Code, to limit the amount of recoupment from veterans' disability compensation that is required in the case of veterans who have received special separation benefits from the Department of Defense; to the Committee on Veterans Affairs.

SUBMISSION OF CONCURRENT AND SENATE RESOLUTIONS

The following concurrent resolutions and Senate resolutions were read, and referred (or acted upon), as indicated:

By Mr. ABRAHAM (for himself and Mr. LEVIN):

S. Res. 129. A resolution referring S. 1168 entitled "A bill for the relief of Retired Sergeant First Class James D. Beniot, Wan Sook Beniot, and the estate of David Beniot, and for other purposes," to the chief judge of the United States Court of Federal Claims for a report on bill; to the Committee on the Judiciary.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. KERREY:

S. 1242. A bill to amend the Internal Revenue Code of 1986 to allow the nonrefundable personal credits, the standard deduction, and the deduction for personal exemptions in determining alternative minimum tax liability; to the Committee on Finance.

ALTERNATIVE MINIMUM TAX LIABILITY LEGISLATION

Mr. KERREY. Mr. President, I am introducing legislation today to ensure that families are not denied the tax relief we promised them under the Taxpayer Relief Act of 1997.

What we promised under the Taxpayer Relief Act was a child credit to help families raise their kids and an education credit to help make higher education more affordable. As it turns out, the reality may be far different. What we may be doing is throwing middle-class families into the alternative minimum tax [AMT] simply because they take advantage of the new child and education credits. This will happen because under current law, individuals pay the greater of their regular tax owed minus nonrefundable tax credits or the AMT which cannot be reduced by these nonrefundable credits.

Under current law, the child credit and the education credit won't be allowed under the AMT. As a result, average-sized families with children are more likely to be thrown into the AMT simply by using these credits. Believe me, this is not the place we want to be sending them.

The bill I am introducing today is identical to one that was introduced last week by Congresswoman KENNELLY of Connecticut. By her calculations, in 2002, a full 2 million families will be in the AMT because of the family credit alone. For illustrative purposes, I will give you just one example of the kinds of people who will get

hurt: A two-parent family with a gross income of \$67,700 and three children, including one in college, would fall into the AMT and lose nearly \$1,500 of the \$2,500 in combined child and education credits that we promised them.

The legislation I am introducing today is simple. It would allow taxpayers to take the nonrefundable personal credits—the dependent care credit, the child credit, and the education credit under the AMT. It would also make the standard deduction and the personal exemptions deductible under the AMT.

As Congresswoman KENNELLY has noted, "The AMT was meant to ensure that sophisticated taxpayers couldn't zero out their taxes. It was never intended that your children would throw you into the AMT." We need to deliver on the family tax relief promises we made in the Taxpayer Relief Act. I urge my colleagues to join me in support of this legislation.

By Mr. KERREY:

S. 1243. A bill to amend title 23, United States Code, to enhance safety on two-lane rural highways; to the Committee on Environment and Public Works.

THE RURAL HIGHWAY SAFETY ACT

Mr. KERREY. Mr. President, I recently introduced the Highway Safety Priority Act which proposed to make safety a primary consideration in highway investments.

Traffic accidents are part of a national health epidemic responsible for the loss of 1.2 million preretirement years of life a year; more than is lost to cancer or heart disease. It is the leading cause of death for Americans between the ages of 15 and 24. Last year, more than 41,900 Americans died from this epidemic and more than 3 million suffered serious injury. In Nebraska traffic accidents claimed 293 lives in 1996 up from 254 the year before. Most tragic, is the fact that this epidemic is almost 100 percent preventable.

To address this problem, the Congress must focus resources where they will do the most good. Throughout America there are two lane, two way roads which expose drivers to an unacceptably high level of risk. These high risk "killer roads" suffer from poor engineering, poor pavement, narrow shoulders and increasing levels of traffic. Because these roads are often in rural areas, feeding into the larger arteries, they are frequently overlooked by State and local roads departments in favor of the larger more modern and inherently safe portions of the National Highway System.

If we are to be serious about reducing death and accidents on America's roads, we need to pay greater attention to the roads which feed into the National Highway System. The Lincoln Journal Star reported in May that 70 percent of all Nebraska accidents occur on rural roads.

Today, I introduce legislation which proposes an aggressive efforts to make